

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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THURSDAY, AUGUST 13, 1908.

四拜禮 號三十月八年九百零

50 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 84,000,000
RESERVE FUNDS....." 15,100,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
Kobe. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIENTSIN.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 4 per cent.
per annum on the Daily Balance.

On fixed deposit—
For 12 months.....5% p.a.
" 6 ".....4% " "
" 3 ".....3% " "
" 1 ".....2% " "
TAKAKO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$3,250,000
RESERVE FUND....." 37,221,322
" 37,221,322

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
4, ABREXNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "
" 1 " 1% " "

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital.....£1,000,000
RESERVE FUND....." 1,125,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,000,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 3 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months: 4 per cent.
" 6 " 3% " "
" 3 " 2% " "
" 1 " 1% " "

JOHN ARMSTRONG,
Manager.

Hongkong, 13th May, 1908. [29]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP, Sh. Tael 7,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hamburg. Hankow.
Kobe. Peking. Singapore. Tientsin.
Tientsin. Tientsin. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:
Koenigliche Siedlung (Preussische Staatsbank).
Direction der Disconto-Gesellschaft.
S. Bleichroeder.
Berliner Handels-Gesellschaft.
Bank fuer Handel und Industrie.
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne, Frankfurt.
Jacob S. H. Stern.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koln.
Bayrische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHER BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
A. KOHN,
Manager.

Hongkong, 4th December, 1907. [30]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS....." 15,000,000

STERLING
£1,500,000 at 4%—\$15,000,000
SILVER.....\$15,000,000

RESERVE LIABILITY OF PROFIT.....\$15,000,000

COURT OF DIRECTORS:
E. Shallen, Esq.—Chairman.
Hon. Mr. W. J. GIBSON—Deputy Chairman.
E. G. Barrett, Esq.
O. G. R. Broderick, Esq.
G. F. Frisland, Esq.
C. S. Gubbay, Esq.
W. Helms, Esq.
O. R. Leemann, Esq.
R. Shewan, Esq.
Hon. Mr. H. A. W. Slade
H. E. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 12 months, 4% per cent. per annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1908. [31]

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI BANKING
CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3% Per
Cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [32]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)
ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000)
RESERVE FUND FL. 5,752,884.41 (about £470,407)

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Samang, Sourabaya, Cherbon,
Tegal, Pecalangan, Paseroean, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota
Radja (Achene), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Saidong, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and correspondents
in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.
INTEREST ALLOWED.
On Current Accounts 2% per annum on daily
balances.
Fixed Deposits 12 months 4% per annum.
Do. 6 do. 3% do.
Do. 3 do. 2% do.
J. L. VAN HOUTEN,
Agent.

Hongkong, 16th July 1908. [36]

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, etc., in connection with above.

SHEWAN, TOMES & Co.
Agents.

Hongkong, 31st July, 1907. [37]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA.....About 14th August. Freight only.

SHANGHAI.....About 20th August. Freight and Passage.

LONDON, &c., via usual Ports.....22nd Aug. See Special Notice.

For Further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 12th August, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.



Without doubt this is the Finest Blend of TEA at the Price to be had in China.

LANE, CRAWFORD & CO. ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED FOOCHOW TEA.

Prices—Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00. [38]

Ask for

KUPPER'S PILSENER BEER

And see that you get it.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 11th August, 1908. [40]

THE SAVOY, 13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [63]

MUSIC LESSON.

LESSONS in Violin, Mandolin and Guitar at pupil's residence.
Evening engagements for Dances and Concerts.
Apply to—
E. J. LOPES,
Of Hongkong Telegraph Office,
Hongkong, 24 March, 1908. [64]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 4.30 p.m. Every 10 minutes.

NIGHT CAR, 2.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 noon Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

Extra cars at 5.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers,
HONGKONG, 14th July, 1907. [67]

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,351 Tons, "FATSHAN" 2,450 Tons, "KINSHAN" 1,995 Tons,
"HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).
These Steamers carry Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wharf, Lok Street Wharf and at 2 P.M. from the Company's Wharf.
REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$4.00
Do. do. do. Monday do. \$5.00

CANTON-MACAO LINE.

S.S. "HOI SANG".

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 558 Tons, and "NANNING" 559 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 4.30 A.M. Round trip takes about 7 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 16th August.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WHARF, at 8 P.M. Departure from Macao at 8 P.M.
Popular Excursion Rates as usual.
Machado's String Band will play selections of Music during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the returning steamer from Macao.

On SATURDAY, 15th August.

The Company's S.S. "SUI-AN" will make an extra Trip to Macao leaving Wing Lok Street Wharf at 7 P.M. and returning on SUNDAY, at 2 P.M.
FARES—Week End Rates for 1st and 2nd Class only.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6]

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 58.

For Terms, &c., apply to the

MANAGER

Hongkong, 2nd July, 1900. [15]

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL.

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ

MANAGER

Hongkong, 19th July, 1904. [16]

Hotel.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE

Military Band during dinner on Saturday Nights

A. F. DAVIES,
Manager.
Hongkong, 21st June, 1907. [19]

Mails.

NORDDEUTSCHER LLOYD,
BREMER.

IMPERIAL GERMAN MAIL LINE.

FOR STEAMERS TO SAIL

MANILA, NEWGUINEA, BRIS-
BANE, SYDNEY and MEL.
BOURNE.....

"PRINZ SIGISMUND"..... THURSDAY,
Capt. D. Leoz 5 P.M., 13th August.

All our Steamers to and from Australia, will call at YAP.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 12th August, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA.....AUSTRALIANVerion.....17th Aug. P.M.
MARSEILLES, VIA PORTSARMAND BEHIC.....Gijouet18th Aug. 1 P.M.
SHANGHAI, KOBE, YOKOHAMA.....ERNEST SIMONS.....Girard31st Aug. P.M.
MARSEILLES, VIA PORTSYARRA.....Sallier1st Sept. at 2 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta,
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from 27/10 to 27/11. 20 hours' railway from
Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 4th August, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA,
NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHIN-
WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.
GENOA to HONGKONG in 30 DAYS.
NAPLES " " 29 "

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLANDvia VANCOUVER.

PASSENGERS TO OVERLAND AND EUROPEvia VANCOUVER.

YOKOHAMA—VANCOUVER.....13 Days.

LONDON AND PARIS.....25 "

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

↑ OUESANT27th Aug. ↑ CEYLAN26th Nov.
↑ AMIRAL OLRY12th Oct. ↑ CORSE19th Jan., 1909.

↑ New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly
equipped with single berth cabins.
↑ Intermediate class and rates of passage.
↑ All round the world ticket by these boats, &c.
For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 6th August, 1908.

WEST RIVER BRITISH STEAMSHIP
COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"

MAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by
Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS
VERY FINE AND EXHILRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 6th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside 514 ft. Width of
entrance, top 95 ft., bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of
entrance, top 60.5 ft. bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour, and the attention of
Captains and Engineers is respectfully called to the advantages offered for Docking
and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

Thrusts of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 13rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
CHILWONG.	JAPAN	First half Aug.	JAVA	First half Aug.
TIJMAHI.	JAVA	Second half Aug.	SHANGHAI	Second half Aug.
TIJLATJAP.	JAPAN	Second half Aug.	JAVA	Second half Aug.
TIJINI.	JAPAN	First half Sept.	JAVA	First half Sept.
TIJIPANAS.	JAVA	First half Sept.	JAPAN	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st floor,
Hongkong, 7th August, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND
KOUANG-SI.

S.S. "PAUL REAU," 1,000 tons, 14 knots,
S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light
and Fast and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street.
Canton Agents—Messrs. E. Pasquet & Co.
For further particulars, please apply to—

BARRETT & CO.,
Agents.

Hongkong, 28th March, 1908.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, DAQUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

31, QUEEN'S ROAD CENTRAL,

Facing the University of Pennsylvania, U.S.A.

Hongkong, 15th April, 1904.

FRENCH STORE.

6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English
preserves just to hand—

TRUFFLED SAUSAGE.

BREAKFAST BACON.

CALF'S HEAD & HAM.

PEAS & HAM.

PORK, MUTTON & VEAL CUTLETS.

CHICKEN & HAM.

VEAL & GAME PATES.

MUTTON & CHICKEN CURRY.

ASSORTED SOUPS.

FRENCH JAM &

FRUITS IN SYRUP, &c.

Hongkong, 17th July, 1908.

THE TILAK STRIKE.

STRIKES AND RIOTS AT BOMBAY.
FIRING BY TROOPS AND POLICE.

Bombay, July 22.

At the High Court sessions this morning
Tilak concluded his address, having spoken for
the best part of five days. He thanked the jury
for their patient hearing and the prosecution
for their patience and courtesy. Then he made
a final speech on politics in India. He said this
was the eve of a great constitutional struggle
between the people and the bureaucracy. The
whole country was looking for the decision of
the jury in this case.

The Advocate General in his reply said he
would try to shorten the tortures of the jury;
and would avoid the diffused discussion, con-
stant reiteration and political effusions of Tilak.
He did not want to be drawn into any discus-
sions whatever with regard to politics.

The jury retired at eight o'clock. Judgment
was passed at ten o'clock; when the prisoner
was sentenced to six years' transportation, and
was immediately transferred to an Indian
Marine steamer.

Bombay, July 24.

The whole city of Bombay is in a state of
seething unrest. There appears to be no organ-
ized rioting or disturbance, yet the share
bazaar, cloth bazaar, freight market, with
which some of the most prominent Hindus in
the city are connected, the offices of several
leading Hindus and practically the whole of
the Native shops are closed. These bordering
on or in the European part of the city re-
main open, but elsewhere shopkeepers have
been compelled by roving bands to close their
shops on the threat of having them smashed
up. Finally every mill, it is believed without
exception, is closed. Europeans have been
molested in different parts of the town. The
managers of some mills kept the crowd out
of their premises only with their revolvers.
Reports come in from all parts of the island
of police, troops and volunteers having fired
into the mob of mill operatives, and all sorts
of stories are rife as to the number of casual-
ties. The numbers actually reported killed
do not exceed a dozen, but there must be
more. The J. J. Hospital has thirty-three
wounded under treatment, while nine others
have been temporarily treated there and two
died. The wounded were being brought in in
bullock carts this afternoon from Mahim, at
the northern end of the island, where there
were attacks on mills. All available troops
and volunteers are actively participating in
dealing with the trouble. Posts are being set
at strategic points of the city with special
guards at such places as gas works and a
large convent in the Native town, where many
Europeans in isolated positions took refuge
part of the day. A most serious fracas is going
on to-day at Cursey Road station on the
G.I.P. Railway in the heart of the native city.
A huge crowd set upon two Europeans who
took refuge in the railway station. The mob
numbering several thousands then attacked
the station and completely wrecked the place.
A police sower galloped off the troops which
brought up a detachment of Volunteers. They
were received with volleys of stones, bricks and
other missiles. On the order of the magistrate
the police and Volunteers fired into the mob
and numerous casualties must have resulted.
One case is reported where the mob did not
immediately disperse when firing was opened.

Bombay, July 25, midnight.

Authentic information is now available of
the outbreak this morning at the Textile
Spinning Mills. These mills are situated at
the end of De Lisle Road. The men refused
to commence work and collected outside the
mill. Four European officials of the mill who
were inside closed the gates. The strikers
then became violent and attacked the gates.
The Europeans fired their revolvers over the
heads of the crowd, but this had no effect.
Matters were looking serious when the Com-
missioner of Police and Mr. Hill Trevor,
honorary magistrate, arrived and ordered the
crowd to disperse. A shower of stones was the
only response. The crowd was then fired
upon, three men being killed to have been
killed and several wounded. The districts
of Patel and Balwadi had had no outbreak
up to noon to-day. A serious factor in the
situation is a strike at the docks yesterday.
The men employed in the grain godowns
round about the docks went out, and to-day
the coolies employed in Prince's docks joined
them. Freer Road presented almost the ap-
pearance of a holiday in the morning. Scarce-
ly any bullock carts were to be seen, and
in Prince's docks only five gangs were work-
ing. Later in the day the carts began to re-
sume work and strings of them were to be seen
moving toward West Bunder in search of
employment, the grain godowns at Ceraac
Bunder which are their chief source of work
being closed. The city has presented an un-
usual aspect to-day, the majority of the shops
being closed. The share markets have also
done no business. The Hindu merchants and
brokers cannot say when this state of things will
terminate. Probably the shops will reopen
on Monday, but it is said that the shopkeepers
are waiting for the decision of the Meelji Jetha
market.

Poona, July 25.

Owing to further trouble in Bombay the
second half of the battalion of the Northamp-
tons were sent down from here by special train
at short notice to-night.

Bombay, July 27.

There has been no further disorder here.
Some ten mills have resumed work to-day
under police protection, several of them without
their complement of hands, and at least another
half dozen mills would have done the same if
they could have been guaranteed protection with-
out embarrassing the police. At one mill, where
three hundred Mahomedan weavers are em-
ployed, these men undertook to keep order.
Very little work is going on to-day at the docks
and the cloth market is still closed.

The Governor of Bombay meets the leaders
of the Indian community here to-night.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION
FOR ACCOUNT OF THE CONCERNED

on SATURDAY,

the 15th August, 1908, at 11 A.M., at their Sales
Rooms, No. 8, Des Voeux Road,
corner of Ice House Street.

TWO HAND DIVERS' PUMPS, ONE
ELECTRIC BATTERY, a quantity of MA-
TERIAL for MANUFACTURE of DIVING
DRESSES, SUNDRY DIVING DRESSES,
AIR PIPES, &c., &c.

ALSO

ONE MILLNER'S SAFE.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 12th August, 1908.

[747]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"BANCA,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 13th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee
and the Company's representative at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No claims will be admitted after the goods
have left the Godowns.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 7th August, 1908.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "JESERIO,"

FROM NEW YORK.

CONSIGNEES of Cargo by the above
named vessel are hereby informed that
all Goods are being landed at their risk into
the hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited, Kowloon, whence de-
livery may be obtained.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 17th August, at 3 P.M.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 17th August, will be
subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
21st August, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ARNHOLD KARBURG & Co.,
Agents.

Hongkong, 1st August, 1908.

[746]

For Sale.

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic Feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. FARLSEN

Manager.

Hongkong, 22nd June, 1908.

THERAPION MAY NOW ALSO BE OBTAINED

IN DRUGS (TASTELESS) FORM.

SELF CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUFFERING

NOW DESPAIR

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Intimation.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

Fashions and Novelties in Lace Goods.

Latest Designs in Muslin

Embroideries, Allovers, Flouncings, Insertions.

BLOUSES, BLOUSES, BLOUSES.

Latest Shapes and Styles BELTS.

WM. POWELL, LTD.,
General Drapers, Furnishers,
Des Vaux Road, and 28, Queen's Road, HONGKONG.

Entertainment.

KOWLOON CRICKET CLUB.
SATURDAY Next, August 15th.
GAND. PROMENADE CONCERT,
AT 9 P.M.
on the CLUB GROUND, KING'S PARK, Kowloon.
An excellent programme has been arranged consisting of Songs, Recitations, &c., by local Ladies and Gentlemen. Full Band of the 13th RAJPUTS (Bandmaster C. Coke) by kind permission of Major Evans and Officers of the Regiment.
PROGRAMME.
1. Selection...Lilts & Dances of Braid Scotland Band of the 13th Rajputs.
2. Song...The Message...Mr. F. T. Chapple.
3. Song...The Country Girl...Mr. L. Broughall.
4. Selection...The Country Girl...Mr. L. Broughall.
5. Recitation...The Country Girl...Mr. L. Broughall.
6. Song...The Country Girl...Mr. L. Broughall.
7. Song...The Country Girl...Mr. L. Broughall.
8. 1 uel...The Country Girl...Mr. L. Broughall.
INTERVAL.
Selection...The Mikado...Band of 13th Rajputs
PART II.
1. Song...Down the Vale...Miss Parke.
2. Song...My ain Folk...Mrs. L. Broughall.
3. Song...My ain Folk...Mrs. L. Broughall.
4. Song...My ain Folk...Mrs. L. Broughall.
5. Selection...The Country Girl...Mr. L. Broughall.
6. Song...The Country Girl...Mr. L. Broughall.
7. Song...The Country Girl...Mr. L. Broughall.
8. 1 uel...The Country Girl...Mr. L. Broughall.
Admission...
Tickets may be obtained from Members of T. CHIEF, Hon. Secretary.
LAIE TRAM to Peak, 12 Midnight.
Hongkong, 12th August, 1908. [745]

Intimations.

WORKS MANAGER WANTED OVER GENERAL ENGINEERING WORKS.

MUST have First-class General Engineering knowledge and experience.
Good Education and Energy are requisite.
Particulars of Qualifications, Age, and Salary expected should be given.
Applications to reach Tientsin before 31st August, and to be addressed to

SECRETARY,
TIENSIN IRON WORKS,
Tientsin.
The above position is vacant owing to the resignation of present Manager who is leaving China permanently.
Tientsin, 6th August, 1908. [739]

F. BLACKHEAD & Co.,
SHIP-OHANDLERS, SAILMAKERS,
CO-L AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DANIEL'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR BOUTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES
enquiries to Messrs. F. Blackhead & Co.

THERAPION MAY NOW ALSO BE OBTAINED
IN DRAGEE (TASTELESS) FORM.

A BROKEN-DOWN SYSTEM
This is a condition (or disease) which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be the cause (they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, loss of energy, loss of appetite, depression of spirits, and want of energy for all the ordinary affairs of life. Now, what also is a very common cause in all such cases is increased vitality—VITAL STRENGTH AND ENERGY to throw off these morbid feelings, and experience proves that an eight weeks' course of the day this medicine certainly secured by a course of

THE NEW FRENCH REMEDY
THERAPION No. 3
than by any other known combination. So hurry, as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

THE EXPIRING LAMP OF LIFE
LIGHTED UP AHEAD.
This is a condition (or disease) which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be the cause (they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, loss of energy, loss of appetite, depression of spirits, and want of energy for all the ordinary affairs of life. Now, what also is a very common cause in all such cases is increased vitality—VITAL STRENGTH AND ENERGY to throw off these morbid feelings, and experience proves that an eight weeks' course of the day this medicine certainly secured by a course of

THERAPION
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To Let.

TO LET.

A HOUSE in KNOXFORD TERRACE,
Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1908. [739]

TO LET.

FIRST FLOOR of No. 6, QUEEN'S
ROAD, Central, containing 6 Rooms
and Servants' Quarters.
Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 22nd May, 1908. [737]

TO LET.

OFFICES and ROOMS on the 1st and 2nd
Floors of No. 14, Des Vaux Road
Central (formerly occupied by Messrs. Shaw,
Tomes & Co.)
Apply to—
THE COMPADORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 9th June, 1908. [738]

TO LET.

HATHERLEIGH, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHONG ROAD.
A HOUSE in KIPON TERRACE.
OFFICES in YORK BUILDINGS.
GODOWNS in PRAVA EAST, BLUX
BUILDINGS, and No. 102, Des Vaux
ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VAUX ROAD CENTRAL,
1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1908. [766]

TO LET.

OFFICES (3 Rooms) on First Floor,
York Building.
Apply to—
KELLY & WALSH, LD.
Hongkong, 27th July, 1908. [736]

TO LET.

GODOWN No. 54, DUDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1908. [760]

TO LET FROM 1st SEPTEMBER.
AT SHAMKIN, CANTON.

HOUSE No. 103 (Kwan How Building)
at present in the occupation of the
I. M. Customs.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1908. [769]

For Sale.

GUNS
DIRECT from the manufacturers at lowest
prices. 12 bore Double Breechloaders
from 10/6 each. Illustrated catalogue of
latest model Shot Guns, Combination Guns,
 sporting Rifles, &c., post free. D. JAMES &
REYNOLDS, George Street, Minorities, London,
E.C. England. [688]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 39, DES VAUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Firms and other
leading Establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as
follows:
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(84) A. S. WATSON & Co.
ORDERS punctually attended to, and
CHARGES most moderate.
IN INSPECTION INVITED.
Hongkong, 6th August, 1908. [731]

AMERICAN RAILWAYS AND THE EASTERN TRADE.

JAPANESE OFFICIAL REPORT.

A telegram received by the Foreign Office from Mr. Mitsuoka, Japanese Consul-General at New York, in regard to the proposal of the five principal American railway companies to abandon the shipping trade with the Orient, states that the railway companies have given no notice of their decision to importers and exporters of goods, nor have they made any general announcement themselves, though the statement has been widely circulated by newspapers.

A New York message to the *Asahi* states that in the event of the American Pacific Mail Steamship Company abandoning its service to the Orient, the North German Lloyd has on foot a scheme to open a service between San Francisco and Yokohama and thus open another round-the-world service. It is not believed that the American railway companies will transfer their Pacific services entirely to the Japanese, as has been rumoured in some quarters.—*Japan Chronicle*.

COSTLY MISTAKES.

DEPARTMENTAL BLUNDERS AND WHAT THEY COST.

The second report of the Committee of Public Accounts—which keeps an eye on the expenditure of all the Government departments—discloses no great scandals, but draws attention to many minor, and sometimes costly, irregularities.

There is the story of the excess cost of a torpedo slipway near Graveyard, the contract for which was entered into in October, 1903.

The cost was to have been £1,135, "but owing to a miscalculation of the length of the piles required and further delay owing to the discrepancy found between the actual depth of the river and that shown in the drawings, the work was not completed on 1 June, 1905. The contractors claimed that, on the basis of an arrangement with the local officers, the sum of £3,088 was due to them, and on arbitration they were awarded the sum of £3,076.

Your committee are of opinion that local officers acted contrary to regulations in making a fresh arrangement with the contractors without reference to the War Office, and that they were not sufficiently supervised by their superiors."

CONTRACTS CANCELLED FOR BRIBERY.

The committee refer to the case of Messrs. Cowie and Houston, under this heading, stating that the case has been compromised by the War Office by payment of a sum of £1,500, under legal advice. Two other cases have practically been dropped for want of evidence; but the committee comments adversely on the fact that the Bribery Clause was in these cases overlooked by the officer responsible. As it was his special duty to see that the Bribery Clause was enforced, the committee regard the omission as blameworthy; and are glad to note that the matter has been suitably dealt with by the Army Council.

FORESHORE RIGHTS.

The action has had to pay £17,389 for purchasing 2,650 acres of foreshore at Sheebury, under circumstances on which the committee makes a severe comment. Part of this (890 acres) had been rented by the War Office from the Office of Woods (a Government department), and the other part (1,760 acres) from private owners. The latter claimed an injunction to prevent the Department from using their part of the foreshore, and during the proceedings (which did not come to trial) they also claimed the area for which rental had been paid to the Office of Woods for 40 years.

As it was important to retain these areas for military purposes, the War Office agreed to pay £10,115 for the 1,760 acres, and £5,000 for the 890 acres. The attention of the Commissioners of Woods and Forests had been drawn at an earlier date to the claim of the owners over the 890 acres, but they decided that it was not worth while to contest the title. Having regard to the large amount of the claim for the land in question, the Treasury solicitor suggested that the Commissioners of Woods and Forests should be again approached, so that if their title were made good, there might be a saving of £5,000 to the public.

"NO FURTHER ACTION."

The War Office, however, decided to take no further action. Having regard to the sum involved, the committee consider that more trouble ought to have been taken to ascertain the exact position of affairs and safeguard the public interests."

The committee point out the need of machinery by which losses incurred through change of policy, rendering works useless, should be brought to the knowledge of Parliament.

CHARTREUSE

Chartreuse has never required, to be extensively advertised. Its ancient fame has always been and is still sufficient for its success. An increase of imitations has recently appeared and it is necessary to put consumers on their guard and remind them that Chartreuse is the incomparable liqueur. It is only made and can ONLY be made at the Grande Chartreuse, with the process which has commanded its success.

As a guarantee of its authenticity, Consumers are advised to insist upon seeing the label which should bear the well-known signature and emblem.
CHARTREUSE
Sole Importers for Hongkong and Shanghai: Messrs. A. S. Watson & Co., Ltd., 28, Queen's Road, Hongkong.
Sole Importers for the Straits Settlements and F.M.S.: Messrs. J. B. N. & Co., Ltd., 10, Market Street, Singapore.
Sole Importers for the Malay Peninsula: Messrs. J. B. N. & Co., Ltd., 10, Market Street, Singapore.
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THE HONGKONG DISPENSARY, AND KO VLOON DISPENSARY.

Hongkong, 4th August, 1908.

133

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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BIRTH

On August 4, 1908, at Shanghai, to Mr. and Mrs. C. P. ALLAN, a daughter.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 13, 1908.

SOME SHIPPING STATISTICS.

If we may judge from the returns presented by Lloyd's for the quarter ending in June last, the outlook for shipbuilding in the United Kingdom was very far from bright. We are told that the tonnage under construction was 48,000 tons less in the month referred to than at the end of the previous quarter while it was 45,000 less than at the corresponding date last year. The significant remark is added that it was the lowest on record since 1896. From the returns compiled by Lloyd's it appears that, excluding warships, there were 386 vessels of nearly 800,000 tons gross under construction in the United Kingdom at the close of the quarter in question. Of steamships there were 349 being built in June last as compared with 501 at the same date last year, while the tonnage had decreased from a million and a quarter to 794,000. The sailing vessels ordered had fallen from 37 to 63, with a corresponding reduction in the tonnage. The totals, however, show that the decline in the shipbuilding industry, being 386 vessels of 799,178 gross tonnage, as against 504 vessels of 1,111,000 and a quarter tons in 1897. It would seem that the Clyde maintains its reputation of being one of the greatest shipbuilding districts in the Kingdom, no less than 120 ships being under construction at Glasgow and Greenock. At Newcastle there are 57 being built, at Sunderland 29 at Belfast 17 and at Barrow 11. With re-

gard to the ownership of these vessels it is stated that 229 are British, while 50 are either for sale or their nationality is in doubt. The British colonies account for another 37, so that the total number of ships which it may be expected will fly the red ensign is well in favour of the mother country. Of the other nations which have left their orders in the hands of British shipbuilders it may be noted that Brazil is responsible for 15 boats, outside warships, France for 13, the Argentine Republic for 10, while smaller contracts have been made with owners in Belgium, Norway and Sweden, and other countries. It is almost unnecessary to say that Japan is not represented in the list. Some of the vessels are of considerable size, though none is over 20,000 tons. Six are classed between 12,000 and 15,000, five between 10,000 and 12,000, and five between 8,000 and 10,000, only one being placed between the 15,000 and 20,000 tons mark. The majority, 59 in number, range from 2,000 to 4,000 tons. Coming to the warships, it is reported by Lloyd's that there are altogether 66 under construction in the Royal dockyards and at private yards, the proportion being 12 for the former and 54 for the latter. Of these, no less than 17 are being built for foreign Governments or in the speculative interest. Five first-class battleships are on the ways at Devonport, Portsmouth and Chatham and one each at Barrow, Elswick and Jarrow to the order of the Admiralty. At Barrow, also, 13 submarines are in course of erection, 11 of which are intended for the use of the British Navy. With reference to vessels, not including warships which are in the shipbuilding yards of the colonies, Lloyd's at the end of June were cognisant of three at Hongkong with a gross tonnage of 1,420, one at Singapore, a small vessel of 140 tons, and one at Shanghai of 200. So it would seem that of the three British ports in the Far East, Hongkong on the date in question took precedence. Concerning the foreign yards, the information at the disposal of Lloyd's showed, when the last quarter closed, that 45 vessels were on the stocks at various German ports, 44 in America, 37 in Holland, 30 in Norway, 22 in France, 19 in Austria, 18 in Italy and lesser numbers in other nations. On the whole, then, the report on dissection scarcely presents such a depressing appearance as it does at first sight. It is not, by any means, quite as satisfactory as might be desired, but it at least affords hope that the prospects for the future may brighten before the close of the year.

LOCAL AND GENERAL

THE *Japan Times* states that according to a recent message from Taipei, Formosa, highly promising gold veins have been discovered near Suinienbi, along the coast of Taiton prefecture.

THE Chief Justice (Sir Francis Pigott) reserved his decision in the extremely complicated mortgage dispute in which several parties are concerned, and which has occupied the attention of the Supreme Court for over a week.

THE question of finance is worrying politicians and the presidential campaign drags, says a Washington dispatch. New York State will institute proceedings under the anti-gambling laws against Lloyds for quoting insurance policies on Mr. Taft's election.

IT is rumored that His Excellency Lord Northcote, Governor-General of Australia, is likely to pay Japan a visit on his way back to England. One report states that he will arrive in Japan in the N. Y. K. liner *Kumano Maru* towards the end of September.

THE waters of the Grand Canal are rising and the country round about Kiangpoh has become a swamp. The embankments have burst and owing to the floods there has been irregularity in the steam-launch service between Chinkiang and Tsingling. General Hsu, Acting Commander-in-Chief of Kiangpoh, has sent the sum of \$5,000 to the Taoist of the Hwai Yang Intendency in order to enable the latter to repair the embankments, which are in such a condition that they can offer no protection against floods.

WE learn from the *Japan Times* that Mr. Loomis, an American Commissioner for the Exhibition to be held in Japan in 1912, in the course of a conversation with the Japanese Consul General at New York, said that he intended to leave San Francisco in the early part of September for Japan. Spending about two weeks at Hawaii, he will arrive here at the end of September or early in October. Mr. Loomis went to Oyster Bay on the 29th ultimo to take leave of President Roosevelt and to receive from him final instructions.

A SHANGHAI native paper reports that owing to the fact that there has lately been an increasing number of disputes between Chinese and foreigners over the sale and purchase of lands in the various provinces, which have caused much trouble to both Chinese and foreign officials, H.E. Shen Chia-pao, High Commissioner for the Revision and Compilation of the Laws of the Empire, has drawn up a set of regulations against the sale of land to foreigners without the knowledge or consent of Chinese officials, making it a penal offence. The regulations will shortly be presented to the Throne for Imperial sanction.

A DISPATCH from Amoy states that the local authorities there have received information from Peking that a Prince of the Blood will be sent to that port to receive the U. S. Pacific Fleet which is due to arrive there in September next. It is further stated that the Viceroy of the Two Kwang and Min Ché provinces and the Governors of Chikiang and Kiangsi will also take part in the reception of the Fleet. In the meanwhile a large number of officials, including Admiral Sab, the Taoist of Amoy, and Tantai Mai Seng-chien, are making extensive preparations, while General Huog Yung-an, Provincial Commander-in-Chief of Fukien, is daily disciplining his men, who will be reviewed by the American Admiral and his staff.—N. O. D. News.

FOUR men—a silversmith, an office "boy," a house "boy," and a furniture dealer—were charged in the Police Court, this afternoon, with victimizing a school boy named Wong Chi Kiang, and robbing him of his valuables. On this charge they pleaded not guilty. Wong Chi Kiang resides at 4, Peel Street. On the 4th instant, the four accused called at his house for a "quiet chat," and some after they had taken their departure he discovered that two of his watches and a gold chain had disappeared. A few days later he spoke to one of the accused regarding his loss. "If you give us \$50 we will help you to recover them," was the satisfaction he got. This he did, but he never saw his property. When the accused were arrested the police found one of complainant's watches and the gold chain, also \$48 in notes, part of the \$50 which complainant was alleged to have paid in order to get back his property. The case was remanded.

A SAN FRANCISCO despatch of July 9 says—The object of the visiting Chinese commissioners, who are the chief promoters of the \$12,000,000 steamship syndicate to be formed in China to operate Chinese-owned steamers in Hongkong and San Francisco, is to inspect American ships with the possibility of having the new liners built here and allowed to remain under American register. The inland water transportation business of China has been in the hands of the Japanese heretofore. The new company will make a strong bid for this business which pays fabulous profits. An effort will be made to interest American capital in the new company. The entire export of China, amounts to \$199,241,000 (gold). America is getting a smaller share of this trade than any other country and the new line will open up a new field to the merchants of the United States. Besides this feature, the Chinese will be a strong competitor of the Toyoko Kisen Kaisha, the Japanese line plying between this port and Japan, and lower rates will prevail.

A SOMEWHAT serious accident took place on the premises of the British-American Tobacco Co., Ltd., Museum Road, Shanghai, on Thursday afternoon, 6th inst. Shortly before 2 p.m. a youth named C. M. Sequiera, in the employ of Messrs. Mustard and Co., ascended in the lift to the top floor of the premises. When the lift came level with the top floor and at Sequiera was about to get out, the cage slipped back several feet. Sequiera immediately grasped the ironwork gate of the lift entrance and as the cage descended was pincered with his arms between the top of the cage and the floor of the top story. The little finger of his right hand was severed and both arms were badly squashed and bruised. He remained a prisoner inside the cage for a period of about twenty minutes. The key of the door had fallen to the floor of the cage and other employees of the firm had to get to work with saws and axes and to cut away the top of the cage before the unfortunate youth could be released. He was at once removed to the General Hospital, where his injuries were attended to, and he is now progressing satisfactorily.

BA OKOK is fast gaining a more modern aspect as time goes on. In addition to electric trams, motor-cars, and other up-to-date vehicles, the *Siam Free Press* says, our streets can at present boast of several handsome motor vans. These are kept busily going, and there is every prospect of their being brought into general use for luggage carrying throughout the city of Bangkok and its suburbs. Our streets and roads, we are glad to say, are being kept in better repair than ever before and the appearance of things in general counts for activity and progress all round. The constant improvement in the construction of the thoroughfares is regarded with satisfaction by the general public. The material which is now being used in road making is far superior to that used formerly when the streets were soft and muddy during the rainy season, and covered with dust in dry weather. The general use of well broken limestone will do away with such drawbacks and in dry and wet weather the roads will be in good order. Several new roads are being surveyed, and in the course of time a drive by motor from Bangkok to some of the neighbouring provinces will be rendered possible. Both from pleasure and from business points of view, such roads will be of great service, and consequently the work of their construction deserves every encouragement. Doubtless it is now being transformed into a real terrestrial Paradise and affords most pleasant drives for motorists and others. On Sundays it is becoming a most popular place of resort for residents who, thanks to His Majesty's kind courtesy, are at liberty to take promenade along the beautiful avenues, rest in the cool arbours, listen to the pleasant warbling of the birds, gaze on the gambolling in the limpid waters, or view the lovely landscape stretching away in the distance, while strains of music are wafted on the air. Such prospects of progress are certainly cheering and we hope to have more news on the subject at some future date.

TUNG WA BLOOD-RELIEF FUND.

ABOUT \$120,000 COLLECTED.

The largest subscription of any raised in the Colony stands to-day to the credit of the Tung Wa Hospital. The directors of that institution have succeeded in collecting up to yesterday a sum of about \$120,000 in round figures in aid of the sufferers by the North and West River Floods. The Chinese in Singapore have responded nobly to the appeals on behalf of their brethren in Kwangtung. Yesterday they forwarded another remittance—making the fourth—to the Tung Wa fund. It is one of \$10,000 advised by the Tung-chai through the Hongkong and Shanghai Banking Corporation. Honolulu has forwarded a T.T. through the Hongkong Bank for \$3,000. The Nam Pak Hong firm of Kung Yau Seng has paid into the Tung Wa relief funds \$1,000 at the request of the Chinese in Semelago.

OBITUARY.

DEATH OF MR. PERCY LANGLEY

It is with regret that we have to announce the death of Mr. Percy Langley, the brother of Inspector Langley of the water Police, which took place yesterday. Death was due to typhoid fever. The deceased gentleman, who was about thirty-eight years of age, had been in the employ of the Aberdeen Dock for a number of years. On Friday last he was admitted to hospital, and his untimely death will come as a shock to his numerous friends and acquaintances in the East. As a "sport" Mr. Langley was second to none in the Colony, and while he assisted in the dragon boat festivals that were held annually in Aberdeen Bay success was a foregone conclusion. The funeral (mausoleum) rites took place this afternoon, and was largely attended. Deceased leaves a widow and many relatives, for whom the greatest sympathy is felt.

PAST HISTORY DIVULGED.

A VERY UNCOMFORTABLE WITNESS IN THE BOX.

When people go to law they are liable to have little alleged matters of their past history divulged. In a case which was heard in the Supreme Court, this morning, the plaintiff (a Chinaman) in the action, who was suing to recover some \$200, which he alleged he lent to the defendant, was visibly annoyed by some of the pertinent questions flung at him by the defendant's solicitor. At one time the plaintiff refused to answer, but the Judge put an end to his hostile behaviour.

"What are you?" was the first query put during the lengthy cross-examination.

"I am a trader," came the reply.

"I put it to you that you are not a trader. What do you do in Canton?—I live there."

"Where do you live?—In the Canton French College."

"What are you there?—I am a scholar."

"Then why did you say you were a 'trader'?"

"I do not know the custom."

"You speak French, I suppose?—Yes."

"I put it to you that you did not get your knowledge of French in Canton, but in Annam?—Yes."

"You have been there most of your time?—I went there when I was very small."

"You still persist in saying that you are at the French College at Canton?—Yes."

"Have you any property?—A little. (After a pause.) Enough to pay for my education."

"What does the 'property' consist of?—Money."

"Where is it?—In the country."

"In whose custody is it left?—With a clansman."

"Who is the clansman?—A man named Ip Yan."

"Is he not the watchman of the Supreme Court? (laughter)—No. (Indignantly.)"

"Have you no relatives acting as watchmen of the Supreme Court?—Yes. (looking very humiliated.)"

"What is his name?—His surname is Ip."

"Is it not the same name?—No."

"How much money have you got?—\$300 odd."

"And what interest do you get on that?—Four per cent."

"Per year?—No, per month."

"Forty-eight per cent, per year?—Yes."

"What are your expenses at the Canton French College?—Two dollars and a half per month."

"Is that for education?—Yes."

"What are your living expenses?—\$60 a month."

"And clothing?—Here the witness became annoyed. 'Why do you want to ask me all these questions for? I am suing the man for money,' he said."

THE INTERPORT POLO MATCH.

SHANGHAI DEFEATED.

Doubtless, on account of the novelty of an interport polo match being held in Hongkong, a large and enthusiastic gathering assembled on the polo ground at Causeway Bay yesterday afternoon to witness a contest between the exponents of the game in Shanghai and the representatives of this Colony. All interport matches are interesting, if only for the healthy rivalry and friendly feeling engendered by a first-class exhibition. Yesterday's match proved no exception to the rule, and the spectators who attended at Causeway Bay were fully recompensed for their journey. It was unfortunate that Lieutenant Ross, the captain of the Hongkong quartette, was unable to take his share in the tussle, but a very capable representative was found in the person of Lieutenant Webb-Bowen.

The weather was all that could be desired on such an occasion, although the ground could be hardly up to condition after the recent rains. No doubt those who were mainly interested in the game viewed with considerable disquietude the prevailing atmospheric elements of the past month, but as was proved nearly everything was in their favour, and a sound exposition of the game which originated in India was presented.

Probably owing to the fact that the team was practically a military complement there was an exceptionally large turn-out of the military, amongst those present being the General Commanding the Forces in South China, Colonel Darling, R.E., and His Excellency the Governor. The soldiers of the rank and file were, of course, strong partisans of the local force and did much by their enthusiasm to show in what direction their sympathies lay.

The team who catered on to the field were—

Hongkong—Captains Cunningham and Lieutenants Large, Dixon and Webb-Bowen.

Shanghai—Lieut.-Colonel Bruce; Dr. Keylock and Messrs. Burkill and Davies.

Referees—Major-General Broadwood and Captain Wait.

The visitors got away at the opening and cantered down the field gaily, looking quite aggressive, but Lieut. Large got the sphere away, and the first goal was scored in the opening chucker. In the second chucker Hongkong made a good run down and the second goal was recorded. After the local team had settled four goals in quick succession, the Shanghaiers bucked up, somewhat and after hard pressing got in their first point. Again they continued to charge, good play being exhibited. Davies had the ball under him, and, notwithstanding the attempt on Large's part to separate him for it, he scored Shanghai's second goal, amid loud cheers. And so the game proceeded, give and take, until time was called, when the score stood at—

Hongkong..... 6
Shanghai..... 6

At the conclusion of the game His Excellency the Governor shook hands with the winners, congratulated them on their victory, and presented them with the cup.

At the Hongkong Club last night the Shanghai representatives were fêted and later in the evening they were present at a "smoker."

TRAGEDY IN THE NEW TERRITORY.

YOUNG FARMER KILLED BY LIGHTNING.

A very sad fatality is reported at police headquarters as having occurred at Au Tai, a district in the New Territory, yesterday afternoon. It would appear that while a farmer, aged about thirty, was at work in his paddy field, the thunderstorm, which, perhaps, was felt more severely in the New Territories than it was in Hongkong, came on. The farmer—Au Wai—was in the act of unfastening his bullock to return to his shed when a vivid flash of lightning struck the district. Almost instantly the farmer was seen to stagger and fall, while his bullock, with a grunt and a snort, galloped away in the direction of the hills, and has not since been seen. When friends went to his assistance the farmer was found to be dead, being badly scorched. His remains were taken into his house and the police notified.

"LEAVE THE COLONY."

HIGH-HANDED TRICK.

In a case which was heard in the Supreme Court, to-day, Mr. Justice Gompertz entered judgment for the defendant and also advised the defendant to leave the Colony forthwith.

The case was that in which an alleged trader, who in reality was only a student, belonging to the French College at Canton, sought to recover from a certain party a sum of \$300, which he alleged was due and owing to him. It was proved, however, that plaintiff's sister-in-law (an Annamese woman) had lent the defendant the money, and not the plaintiff, who secured, by some means or another, the promissory note on which he attempted to secure payment. The cross-examination of this witness will be found in another column of this issue.

In response to the Imperial Decree recently issued ordering him to go up to Peking for Imperial audience, the Dalai Lama is about to leave Lhasa for the Capital. The Central Government has sent instructions to the officials through whose provinces the Buddhist Pontiff will pass that they are to take care of him, so that he may travel in comfort. H.E. Chang Yin-fang, High Commissioner Imperial Resident at Lhasa, who has been appointed head of the Committee to welcome the Dalai Lama, will personally proceed to Lhasa to accompany the distinguished guest on his journey to the Capital.

CANTON DAY-BY-DAY.

FLOOD FUND BAZAAR.

[From Our Own Correspondent.]

Canton, 12th August. Yesterday was the second last day of the Canton Flood Fund Bazaar, but the number of visitors and the takings were found comparatively greater than those on all the preceding days, so that there is no question but that this Bazaar has been a great success all through from the very start. The Bazaar closes to-day, and those who happen to be charitably inclined will avail themselves of the opportunity of paying it a last visit to-day. On the first day Mr. Su Sing Koi was much thought of for his generosity in paying \$2,000 for a bottle of crated water, but yesterday Mr. Luk Hon Chau paid the still larger sum of \$2,500 for a cool drink.

The total amount realised yesterday was \$12,518.

Of the female stallholders there are two old ladies over sixty years of age, and they appeared to be very energetic in performing their duties in the interest of the Bazaar without the least sign of fatigue. All other stallholders are also very zealous in collecting funds in aid of the flood sufferers.

When the Bazaar is closed the articles remaining unsold will be put up for sale by auction. Yesterday evening the executive committee held a meeting to make arrangements for the disposal of the remaining articles by auction.

THE TAI WONG KONG OUTBREAK.

With reference to the mutiny of soldiers in Tai Wong Kong, in Kwangsi, as reported yesterday, Admiral Li Chun, instructed by the Viceroy, at once got ready three regiments of troops who embarked in four gunboats, which were despatched to Wuchow yesterday afternoon en route to the district. Admiral Li Chun proceeded personally to direct operations in the suppression of the mutineers. It is reported that the mutineers are about 2,000 in number and, on the 8th instant, they attacked several villages, market-places and even some official yamens. During an encounter one high military official named Chün Tak was killed. Intelligence has reached Canton during the last two days from various sources confirming the reports.

APPOINTMENT.

An Imperial Decree has been received here appointing Wang Piao Pii to be Taoist of Canton in Canton through the recommendation of Viceroy Chang.

AN EXCURSION BLAZE.

SHANGHAI GODOWN DESTROYED.

The Shanghai Fire Brigade had a strenuous hour's work this morning in coping with a rather dangerous outbreak which took place in a godown in Broadway, reports the *Mercury* of 7th inst. About half past nine o'clock the alarm went, and within a very few minutes there was a large muster of the Brigade at No. 235 Broadway, where there is a shop and godown occupied by Shau Cheong and Co., ship chandlers, store-keepers, and iron merchants. The shop fronts the street, and behind it is a very densely packed quarter, the godown is situated, closed in by native houses on every hand. Here it was that the outbreak took place. Between the shop and the godown, however, a narrow passage-way communicating at one end with Old China Street, runs, and it was this passage-way that saved the front buildings.

Although no time had been lost by the Brigade in reaching the scene of the blaze, the fire had already obtained a firm hold, and the wooden and contents of the godown, consisting principally of groceries, were burning briskly. At once streams of water were directed from every quarter, the firemen entering several of the houses at the rear of the building and thus being able to attack the back portion of the godown. At the entrance to the godown, however, the fire soon assumed a very serious aspect, and by ten o'clock the flames were extending rapidly in the direction of Japanese houses. Owing to the narrowness of the passage-way the firemen had the utmost difficulty in effectively dealing with this portion of the conflagration, for not only were the flames sweeping across to the other side, but as soon as the water was turned on, a shower of bricks and debris met anyone having the temerity to come within range. While the flames every moment threatened to extend to the front row of buildings, an additional element of danger was present in the form of a wooden gangway communicating between the two rows, which not only seemed as if it would guide the flames across, but also to collapse. Under these conditions the work of tackling the fire was fraught with danger, which was accentuated by the fiery built nature of the godown and houses, and on two occasions firemen at work in the passage had narrow escapes from injury from the falling debris. By half past ten o'clock, however, the fire had been subdued, although by that time the godown and its contents had been quite destroyed. Half an hour later the Brigade was able to leave the scene of the fire.

The usual panic among the neighbours took place, and the surrounding alleyways were littered with benches, furniture, and a collection of odds and ends. Fortunately very little damage was done to any of the houses, although one or two were lucky to escape. The damage to the godown and its contents is estimated at \$12,000 to \$15,000, while there are insurance on the premises to the extent of \$15,000.

RETURN of visitors to the City Hall, Library and Museum for the week ending the 9th August, 1908—

	Library	Museum
Non-Chinese	242	138
Chinese	120	152
Total	362	290

Telegrams.

(Reuters.)

Persia.

LONDON, 11th August.

The St. Petersburg *Novoye Vremya* says that Germany is actively working for the establishment of a bank and trading facilities at Tabriz, it believes, with the idea of securing the summoning of an international conference in Persia similar to that of Algiers.

Trouble on a British Destroyer.

The crew of a British destroyer, which arrived in the Firth of Forth from the recent manoeuvres, becoming dissatisfied with their rations and the stopping of shore leave, threw the gun sights and signal books overboard.

Several have been imprisoned and it is understood will be court-martialled.

Later.

Opium in Hongkong.

Hongkong's proposals for the closing of the opium divans are, for the present, in abeyance, owing to the absence on the Continent of the Earl of Crewe.

King and Kaiser.

His Majesty King Edward has arrived at Cronberg and had a most cordial meeting with His Imperial Majesty the Kaiser.

Turkey.

The Sultan has offered to defray the cost of a Parliament house.

CANADIAN ANTI-OPIMUM BILL.

THREATENED CHINESE BOYCOTT.

An Ottawa despatch informs us, writes the *Vancouver World*, that the bill introduced by Mr. Lemieux respecting the opium traffic provides a penalty of three years' imprisonment, or a maximum fine of five thousand dollars, or both, for the importation for other than medicinal purposes under regulations established by the Customs Department, of crude opium, or opium, or the manufacture, sale, or possession for sale of opium prepared for smoking.

We have before us the report of Mr. W. L. Mackenzie King, C.M.G., on "The Need for the Suppression of the Opium Traffic in Canada." The subject came under Mr. King's notice, it will be remembered, at the time of his inquiry into the claims for damages put in by the Chinese after the riot of last September. The evidence adduced in support of the claims of the opium manufacturers demonstrated that the business was at once very extensive and very profitable. The report shows that independently of his own discovery of the facts which horrified him and the whole Dominion an appeal from an organization of Chinese known as the Anti-Opium League to Mr. King had something to do with putting in motion the machinery which has resulted in the introduction of Mr. Lemieux's resolution favouring the suppression of the traffic, carried unanimously in the Commons, and the bill which followed.

Mr. King investigated and found that "in the coast cities of Vancouver, Victoria and New Westminster, there are at least seven factories carrying on an extensive business of opium manufacture. It is estimated that the annual gross receipts of these combined concerns amounted, for the year 1907, to between \$600,000 and \$750,000. The crude opium is imported from India in cocoon shells. It is 'manufactured' by a process of boiling into what is termed 'powdered' opium and subsequently into opium prepared for smoking. The returns show that large amounts of crude opium have been imported annually, and that the value of the crude opium imported in the nine months of the fiscal year 1906-7 was greater than the value of the amount imported in the twelve months of the preceding year; the figures for these periods being \$161,818, and \$251,943 respectively." Mr. King goes on to say that much of the opium is consumed by white people and adduces some of the terrible records of the local police court in proof of his assertion. Some of it, he adds, is smuggled into the United States and some of it into China. "Nevertheless, the amount consumed in Canada, if known, would appal the ordinary citizen who is inclined to believe that the habit is confined to the Chinese, and by them indulged only to a limited extent."

Perhaps, however, the most amazing part of the report is its reproduction of a provincial law against the sale of opium which is so far from being enforced that nobody seems to have known of its existence until Mr. King unearthed it—least of all the authorities charged with carrying it into effect.

In view of the facts mentioned above the attitude of the local Chinese companies is most impudent. For years members of the race have been allowed to ruin body and soul, not only their own people, but of white men and women. In the country of their nativity the imperial authorities are stamping out the vice to the utmost of their ability, but the Canadian Government is threatened that if it puts an end to the facilities for poisoning residents of Canada and smuggling poison into China the Dominion will be subjected to a trade boycott.

That we may tell the heads of the Eighteen Companies is not the way to hit to Canada. There is some justification for the request for a return of money paid as duty on opium. There is none whatever for proposing reprisals if a traffic is further prohibited which, as Mr. King points out, has been illegal all along, and which in any event has become a menace to something infinitely worse than the satisfaction of the cravings of the votaries of the opium pipe.

Let the boycott begin, by all means. If the Chinese merchants will have it

FINANCIAL REFORMS IN CHINA.

Peking, 1st August.

There can be no doubt that the most important requirement of China at the present juncture is financial reform. Every project which is put forward, every expense which becomes necessary is hampered by the prevailing "want of funds." In a great and wealthy country such as China undoubtedly is, this state of affairs should not exist and the only reason assignable for it, is a lack of system in financial affairs, or the existence of a system which is fundamentally rotten.

It is impossible within the space of a newspaper article to go thoroughly into the matter, but a superficial glance at a few salient points may not be amiss. China at this moment is faced with the prospect of having to support for several months several hundreds of thousands of her subjects who will be left practically ruined and starving on account of disastrous floods. Were the finances of the country properly organized, funds for relief would be readily forthcoming, but as it is, the sufferers will have to rely for assistance upon the charity of their fellow countrymen and other sympathisers.

It were far better for the sufferers from the flood, and for the country itself, if, instead of existing on pauperising charity, they could earn their food and renew their prosperity by being employed upon public works, for which the Government could pay a rational wage. For instance, it is obvious that not only on the North and West Rivers but also in the Yangtze Valley the river banks are insufficiently strong to meet the pressure of water caused by abnormal rainfall. A country which in former times could conceive and carry out such a great work as the Grand Canal should be able, at present, to construct and keep in repair so simple a work as a river embankment. The Grand Canal itself is an example of a splendid work allowed to fall into decay and lose more than half its usefulness through sheer neglect.

When seeking reform it is pertinent to inquire, What is the cause of the Government's impoverishment? The answer seems to be clear. Primarily maladministration of financial affairs and secondarily a huge cancerous growth of dishonesty throughout the whole official world.

As China awakes and starts on the present new era of reform, it is obvious to the dullest of her students that "squeeze" and corruption are rife throughout the country. The village Tipao collects his taxes from the hard working villagers. He spends a tenth, or possibly less than a tenth part, on the improvement of the village public works. He remits perhaps a quarter of what he collects to his superior official and pays, perhaps, another eighth thereof to the Yamen underlings, to prevent them from looking too closely into his village affairs. The rest he diverts to his own uses, increases his own property, lends at usurious rates of interest to financially embarrassed farmers or boards for the purpose of buying for himself or his sons more lucrative offices.

Should the bridges over the creeks require repair, the country people must do the work for themselves. Should the creeks require dredging, or the river embankments need strengthening, instead of doing his duty and either organising the work himself or applying to the proper authority to have it done, a policy of "masterly inactivity" prevails, unless some energetic farmer, fearing for his lands, undertakes to do the work "free, gratis and for nothing," or possibly pays for the privilege of carrying it out.

It is the same in the higher official ranks and the junior official has taken his cue from his superiors. The small official applies to the higher for the carrying out of absolutely necessary public works and is either told to carry them out himself or to go away and not worry the great man about such trifles. If he obeys the first instruction and the trade of the district is improved thereby, the high official finds it an excellent opportunity for increasing his revenue by additional taxation, and so the corruption spreads through each rank, in some cases even up to the highest.

We do not mean to state that there are absolutely no honest officials but we do assert that they are in a minority and they find themselves confronted with strenuous obstruction at every turn and difficulties almost insurmountable, are forced upon them in the carrying out of their honest policy.

The result of all this corruption and *laissez faire* is that the country in general, and the Central Government, does not receive more than one-tenth of the revenues which are paid in taxes by the populace. We are convinced that if all taxes were collected by honest officers of the Board of Revenue and local expenditure were apportioned fairly by the Central Government's own departments there would be no further cry of "want of funds" for any of the great national undertakings which China now desires to carry out and the objectionable foreign loan would be no more a necessity.

In short, Financial Reform means simply official honesty, the abolition of corruption and the introduction of an honest and comprehensive system of collecting the taxes at present levied on the populace.—*Chinese Public Opinion.*

VOLUNTEER CORPS ORDERS.

THIRTEEN DETACHMENT.

Parade.—At Tai Kok at 5.30 p.m. on Thursday, the 20th instant, for gun drill, *Sergeant* Basford, R.O.A. will attend.

ARTILLERY UNIT.

Parade.—At Volunteer Headquarters at 5.30 p.m. on Friday, the 21st instant, for 15 pdr. Q. F. gun drill, *Sergeant* Basford, R.O.A. will attend.

RECRUITS.

Gunner H. W. Lester is permitted to resign with effect from the 5th instant.

LEAVE.

Captain G. G. Wood is granted leave of absence out of the Colony for 6 weeks with effect from the 20th instant.

SHANGHAI GAOL ESCAPE.

BRUTAL ASSAULT ON A WARDER.

Yesterday afternoon four long-sentence convicts at the Municipal gaol effected their escape after a serious and it is to be feared a fatal, assault upon an Indian warder, reports the *N. C. D. News* of 8th inst. The gaol is being extended, and the prisoners concerned were occupied in making concrete blocks for the walls. They were chained together as usual, and were under the supervision of an Indian warder, who was armed with a sword and a carbine. Several Public Works Department coolies were also engaged in the same work, when, without any explanation, the warder marched his charges round to the North side of the building, where there is a water-tap that is used in making the cement. When the party had turned the corner the convicts and their custodian were out of sight of the coolies, and it was not until some minutes had elapsed, and there was no sign of the men returning that the foreman in charge of the work called the attention of a European warden to the incident. No water was needed at the time, so the foreman's suspicions were aroused by the convicts' long absence. When a search was made the body of the warder was found in a pool of blood close to the tap, and there was no sign of the convicts. It was soon evident that they had forced a entrance into a turret in the north-east corner of the gaol, and thence dropped over the wall. It is supposed that they first broke their chains with the heavy wooden ram used in concrete making.

The warder was at once removed to the infirmary, but his injuries proved to be of a very serious nature, and he was unable to give an account of the occurrence. He was stabbed in several places on the body, and the back of his head had been crushed by a blow from a heavy weapon. It is feared that the man will succumb to his injuries.

What happened can only be surmised. Possibly the warder being thirsty, took the party round to the tap, so that he could obtain a drink. While he was leaning forward with his head under the tap his sword was seized and he was stabbed in several places. On his falling to the ground his assailants seized his carbine, with which they clubbed him over the head. They then freed themselves of their chains and made their escape in the manner described, taking the sword and carbine with them.

All the prisoners were undergoing long sentences, and one of them was an unusually powerful man. The gaol regulations strictly prohibit warders from going close to their charges, and so long as they face them from a short distance away they are fully able to protect themselves from attack. A reward of \$50 has been placed on the head of each of the fugitives, and the country in the neighbourhood of the gaol has been scoured for traces of them in their flight.

Later.

Last night the foreign and native detective staffs of the Police Force were visiting the former haunts of the escaped convicts and scouring the Settlement and its environs in search of the four men, all of whom are well-known to the police, who have photographs and full particulars of them. The first recapture was made in the West Hongkong district where Det.-Sgt. Thygesen and a native detective effected the arrest of Kai San at 11 p.m. It was known to the police that Kai San formerly lived in the West Hongkong district somewhere in the vicinity of the Stone Bridge and it was in the vicinity of Tibet Road that the detectives found their man, although he had discarded his prison garb for better and less conspicuous attire. The convict was conveyed to West Hongkong station and later to the prison from which he made his escape. Kai San, 23 years of age, is a Kompo man. He was sentenced to five years' imprisonment on April 11, 1908, for being a member of an organized band of armed robbers.

CHINESE INDUSTRIAL PROGRESS.

The U.S. Consulate recently reported that the glass work at Poshan, province of Shantung, had taken to the manufacture of glass and porcelain insulators for telegraphic lines, and had sent samples of their products to Peking. It is now reported that the trial manufacture of these insulators has proved even more successful than was anticipated. According to official tests at Peking, they are said to be better and cheaper than imported insulators, and orders will in future be sent to the Poshan works. The Governor of the province has given an allowance of about \$1,000, gold to improve and enlarge the works.

It is stated that the insulators made of porcelain can be sold at about \$53 per dozen, and the glass pieces which accompany them at \$1 cents gold; the necessary hooks and screws which go with them will also be made locally.

The manufacture of several new models for vases, washbowls and tuxpots has recently been started, and it is reported that they are meeting with general favour.

There is some talk of starting a cement factory at Poshan, as it is said that suitable rock exists in the neighbourhood. All of the new products now being produced at Poshan are being exhibited in Peking; the Government has decided to fill its wants at the city which it is possible, and means are being used to attract attention to the products of the place.

A large glass factory is also being built in Peking with the intention of manufacturing window glass, which is largely used in China, and from one of the principal imports from foreign countries. The capital of the company is entirely Chinese, the machinery has been secured from Great Britain, and it is expected that Germany will supply the raw materials.

THE DEPRESSION IN THE SHIPPING TRADE.

With reference to the depression in the shipping trade now prevailing, the *Oaks Mainichi* points out that consequent on the depression of trade the shipment of timber to North China has much decreased, and as a result of the boycott the shipment of rice and sugar from South China has also suffered. In these circumstances, Japanese steamers are finding difficulty in obtaining freight. There is little prospect of a revival of the trade in October, in which month freight usually bulks largely. Recently Mr. Kato, Vice-President of the Nippon Yusen Kaisha, expressed himself in a pessimistic view on the prospects of European, Seattle, and Australian services of his company, remarking that the depression in the shipping trade was general throughout the world. In giving expression to such a pessimistic view, says the *Oaks Mainichi*, it is probable that Mr. Kato was actuated merely by the hope of securing a continuation of Government subsidies. It is unfortunately true that the receipts of the three services have heavily fallen off, and it is only natural that steamers not engaged in the regular services should be affected. There are now nine N.Y.K. steamers practically lying idle, in addition to some others which are similarly out of employment on the pretext of the regular official survey. It is anticipated that steamship owners will experience an even worse time towards the end of this year than at the end of last year.

DEATH OF PROMINENT CALIFORNIAN CHINAMAN.

ELABORATE FUNERAL OBSERVANCES.

The *San Francisco Chronicle* of 5th ult. says:—With the pomp due to his station in life and attended by the religious rites of his race, the funeral of Fong Shun Fook, the wealthy Chinese merchant who died last Friday, was held yesterday at noon from 91 Breunham place.

While the ceremonies were Oriental in character, including the chanting of long-robed priests to the accompaniment of gongs and flutes, the burning of junks and the offerings of meats, fruits and confections, there were several features added in accordance with the last request of the deceased, which are seldom seen at Chinese funerals.

One of these features was a brass band of twelve pieces, which, between the doleful dirges of the priests and the discordant din of the tom-toms and flutes, rendered religious airs of the Christian, such as "Nearer, My God, to Thee," and "Rock of Ages." And in addition to this American phase the pall-bearers, mostly Chinese native sons, and the members of the societies to which the deceased belonged, were attired in raiment cut after the fashion of the Caucasians.

Of the fifty men who walked behind the hearse only the representatives of the Six Companies, of which Fong Shun Fook was a prominent member, twelve in number, and rich merchants, one and all, wore the flowing robes of blue silk with the pendant streamers of white ribbons attached to the right side.

Owing to the prominence of the deceased in the local Chinese colony the funeral was an event that attracted a large throng of curious Celestials to the scene of the ceremonies. It was an open-air affair. A large platform had been erected in Breunham place, just above the old plaza, and upon it were heaped the meats, confectionery of a roast pig, and an uncooked pig and kid. Besides these were piles of fruits, rice, fancy cakes and confectionery. These funeral offerings were surrounded by burning junks, and emblematically-embossed red silk streamers tied to bamboo staffs.

PRIESTS CHANT PRAYERS.

Before the table of offerings, and while the spirals of blue smoke arose from the burning junks and saturated the surrounding atmosphere with a peculiar odour, the priests chanted prayers for the dead and carried out the details of the rites of the faith of Confucius.

The ceremony lasted for about a quarter of an hour, when the casket containing the body was placed in the hearse and the funeral procession was formed with the brass band at the head and the carriage containing the tom-toms and flutes bringing up the rear. There were twenty-two carriages in line, all filled with friends of the dead man. There were no family mourners, as all the relatives of the deceased, consisting of numerous children and grandchildren, are in far-off China. There was a wagon-load of floral offerings, prominent among them being a large portrait of Fong Shun Fook, the frame of which was embowered in immortelles. The casket was heaped high with white and purple blossoms.

The funeral cortege wound its way down Washington street to Kearny, thence to Jackson, then to Dupont, the streets along the way of its winding being lined with hundreds of spectators, white and yellow. The body was taken out to the old Chinese cemetery beyond the Richmond District, where additional rites were gone through with at the altars which still stand there, after which it was taken to the receiving vault in Laurel Hill cemetery. It will be sent from funeral parlours at California and Steiner streets, on the 20th, in the steamer *Korea*, and shipped to China.

Fong Shun Fook was one of the oldest residents of the Chinese colony in California. He came here nearly forty years ago, and except for occasional trips to his native land he has remained ever since, engaged in business. He was treasurer of the Wing Hop Company, 819 Dupont Street, and held a large interest in the corporation known as the Sing Fat Company. He belonged to the Chinese Six Companies and other societies, and leaves a large estate. The immediate cause of his death was tuberculosis, from which he suffered many months. He refused to go home to China to die, saying that he looked upon California as his home, and he wanted to die and be buried here. He was 71 years of age.

To-day's Advertisements.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th of August, at 9.30 A.M.

All Claims must reach us before the 23rd of August, 1908, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 12th August, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALMA,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUZUKI AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 19th instant, at P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 13th August, 1908.

NOTICE

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TWENTY CENTS (10 CENTS) per Single Copy.

THE MANAGER,

From Hong Kong Telegraph Co., Ltd.

Members: 1908. Correspondence: 1908.

JAPANESE YARN INDUSTRY.

THE KANEGAFUCHI LOAN.

From further particulars of the loan raised in France for the Kanegafuchi Spinning Co. we (*Yokohama Chronicle*) learn that the company will receive two million yen without deduction, for which they will pay interest at 6 1/2 per cent. The bank charges in connection with the loan do not amount to more than 1 per cent, so that the company gets the amount mentioned at 7 per cent. Nominally the period of the loan is for two years, but this is only nominal, it being practically understood that the loan will be renewed, and the shorter period is really to the advantage of the company, for it means that the contract can be revised; and it is confidently expected—in fact we understand a definite arrangement exists to that effect—that if the bank responsible for floating the loan in Paris is satisfied, the interest will be lowered. Moreover, the loan may be regarded as merely an instalment of a larger sum that will be contracted for, if, as there is little doubt will be the case, the French capitalists concerned are satisfied with the position and working of the mill after examination. Arrangements have further been made for the shares of the Kanegafuchi to be sold to European markets, which will do much to strengthen the position of the company. There has been much criticism of this loan, but it seems to us that the Kanegafuchi Company is to be congratulated on its success under very difficult circumstances. It has been said that with the guarantee of the Mitsui and Mitsui Bishi banks the Kanegafuchi ought to have been able to raise a loan at less than 6 1/2 per cent. But it must be remembered that the operations of the banks in question have been confined to Japan, and they are little known abroad. It must also be borne in mind that the negotiations for a loan could hardly have fallen at a worse time. Owing to previous losses in this country it was only necessary to mention that the loan was for a Japanese concern to meet with a refusal by Paris banks even to consider it further, so great was the pessimism brought about by the position of certain ventures made in this country, by the unfavourable reports from French capitalists who had made investigations, and by the news of recent failures of merchants and depression of trade in Japan. When these difficulties are taken into consideration, it seems to us that the Kanegafuchi is to be congratulated and not commiserated. It has succeeded in negotiating a loan off its own hat as it were, when the other loans with official backing have failed to materialize; it has opened a way for raising new capital, and it has accomplished this at a most unfavourable time and under more than ordinary difficulties.

Intimations.

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TO CLEAR ORDINARY PRICE

Collard	- \$480	\$600
Broadwood	225	400
Rachals	- 380	550
Own Make	250	360
Krauss	- 400	600
Haake	- 325	450

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Hongkong, 16th July, 1908.

KOWLOON HOTEL.

GUEST NIGHT EVERY SATURDAY

AND

SUNDAY.

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TRY OUR

SINGAPORE

GIN SLING.

MATCHLESS IN THE

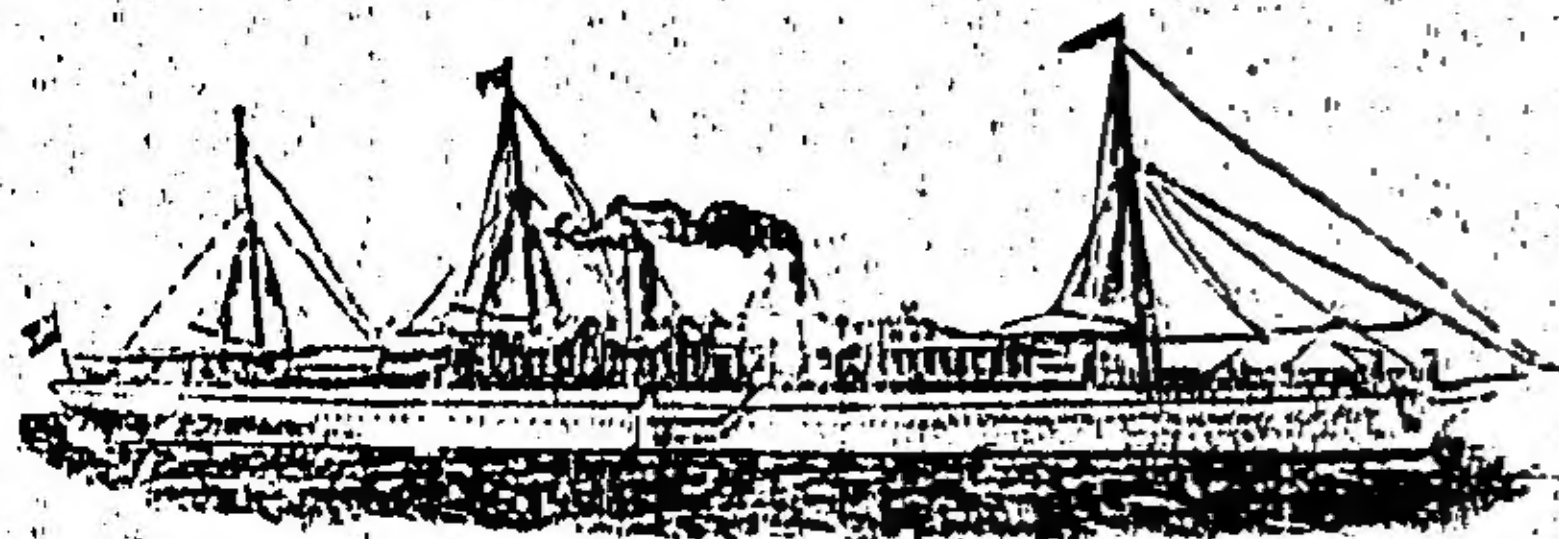
COLONY.

OWEN, STONE & Co.

Proprietors.

Hongkong, 13th August, 1908.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only line that maintains a Regular Schedule Service of over 12 Days across the Pacific is the "Empress Line." Sailing 5 to 10 Days Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	SATURDAY, Aug. 15th	Sept. 5th
"EMPERESS OF JAPAN"	6,000	SATURDAY, Sept. 5th	Sept. 26th
"LENNOX"	3,700	FRIDAY, Sept. 11th	Oct. 10th
"EMPERESS OF CHINA"	6,000	SATURDAY, Sept. 26th	Oct. 17th
"MONTEAGLE"	6,163	SATURDAY, Oct. 3rd	Oct. 27th
"EMPERESS OF INDIA"	6,000	SATURDAY, Oct. 17th	Nov. 7th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

"EMPERESS" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, " " £40. " " £42

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all ports and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

W. CRADDOCK, General Traffic Agent for China &c., Corner Polder Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
S'GAPORE, PENANG & CALOUTTA.	"KUISSANG"	FRIDAY, 14th Aug., 2 P.M.
MANILA.	"WINGSANG"	FRIDAY, 14th Aug., 4 P.M.
SHANGHAI.	"WINGSANG"	FRIDAY, 14th Aug., 4 P.M.
SHANGHAI VIA SWATOW.	"YATSHING"	SUNDAY, 16th Aug., Daylight.
SHANGHAI, YOKOHAMA, KOBE.	"FOOKSANG"	MONDAY, 17th Aug., Noon.
TIENTSIN.	"CHIPSANG"	THURSDAY, 20th Aug., Noon.
MANILA.	"YUENSANG"	FRIDAY, 21st Aug., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 14 DAYS.

The steamers "Kuiwang," "Namsang" and "Fookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 13th August, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAIWEI, CHEFOO &c.	"HUICHOW"	14th Aug., 2 P.M.
TIENTSIN.	"TAMING"	18th " 4 P.M.
MANILA.	"SHANGHAI"	18th " "
NINGPO & SHANGHAI.	"SHANGHAI"	18th " "
MANILA, ZAMBOANGA and AUS.	"CHANGSHA"	2nd Sept. "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze Ports, Choofoo, Tientsin & Newchwang.

Reduced Saloon Rates, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.
Hongkong, 12th August, 1908.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captn.	For	Sailing Date.
RUBI	2540	Almond	MANILA	SATURDAY, 15th Aug., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 22nd Aug., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 8th August, 1908.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA."

Captain B. W. H. Snow, R.M., carrying His Majesty's Mail, will be despatched from this office for BOMBAY, &c., on SATURDAY, the 22nd August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Macdonald," 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Caledonia," due in London on 4th October, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 12th August, 1908.

ALTERATION.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAICHING."

Captain Passmore, will be despatched for the above Ports, on SUNDAY, the 16th August, at 10 o'clock A.M.

A Reduction of 20% on First Class Fares to Foochow will be made during the Months of August and September.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO.,
General Managers.

Hongkong, 11th August, 1908.

COMPAGNIE DES MESSEGERIES
MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN."

Captain Veron, will be despatched for the above Ports on or about MONDAY, the 17th instant.

For Freight or Passage, apply to

P. NALIN,
Acting Agent.

Hongkong, 10th August, 1908.

NORTHERN PACIFIC LINE.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons. Captn. Sailing date

Kumeric 6,321 Cowley On 19th Aug.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 31st July, 1908.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"FLINTSHIRE"

Captain G. O. Cundy, R.M., will be despatched for the above Ports on or about the 25th August, 1908.

Surgeons and Stewardess carried.

For Freight and Passage, apply to

SHEWAN TOMES & CO.,
Agents.

Hongkong, 11th August, 1908.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on THURSDAY, the 20th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th July, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

"KWONG TUNG" ..Capt. H. W. WALKER.

"KWONG SAI" ..Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ..\$4.

Meals ..\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and

SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 30th July, 1908.

Intimations.

PABST BREWING COMPANY,
MILWAUKEEFRESH SUPPLIES
ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,
Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1908.

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

12, D'ARQUILL STREET,
HONGKONG.

Hongkong, 1st September, 1907.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask

ex Factory.

In Bags of 50 lbs. net \$8.35 per Bag

ex Factory.

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 20th April, 1908.

THERAPION MAY NOW ALSO BE OBTAINED

IN DRUGGIST (FARMACIA) FORM.

A WONDERFUL DISCOVERY.

This is the great new discovery of the century, which has revolutionized the treatment of all diseases, and has been the cause of the most wonderful cures in the history of medicine.

The knowledge of this discovery has been the cause of the most wonderful cures in the history of medicine.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 31st August, 1908. per 50 lbs.

BUTCHER MEAT.

Beef sirloin & prime cut—Moi Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup—Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chang

Bullock's Brains— " Know..... per set

" Tongue fresh—Ngau Li..... each

" " Corried—Ham Ngau Li..... 50

" Head—Ngau Tau..... 80

" Heart—Ngau Sum..... per lb

" Hump, Salt—Ngau Kin..... 12

" Feet—Ngau Kook..... each

" Kidneys—Ngau Yiu..... 10

" Tail—Ngau Mei..... 17

" Liver—Ngau Coo..... 12

" Tripe (unadressed)—Ngau To..... 7

Calves' Head and Feet—Ngau-chai-tai-kook..... set \$1.00

Mutton Chop—Yung Pai Kwat..... 22

" Leg—Yung Pai..... 22

" Shoulder—Yung Shau..... 20

Pigs' Chilliings—Chi cheong..... 24

" Brains—Chi Kow..... per set

" Feet—Chi Kook..... 12

" Fry—Chi Chai..... 18

" Head—Chi Tau..... 14

" Heart—Chi Sum..... each

" Kidneys—Chi Yiu..... pair

" Liver—Chi Koo..... 1

Commanding the naval defense of Iodo-Cuba

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT CLOSING QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	12,000	\$125	\$125	\$1,000,000 \$1,000,000	\$2,000,387	Final of £2 on old and £1.10 on new shares for 1-year ending 31.12.07	6 %	\$770 London £79.10
Natlonal Bank of China, Limited	90,025	£7	£6	£4,079 \$150,000	\$10,721	\$2 (London 3/6) for 1907	—	\$350
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$10	\$1,000,000 \$100,000	none	\$20 for 1906	9	\$220
North China Insurance Company, Limited	10,000	£15	£5	£100,000 Tls. 45,943	Tls. 204,424	Interim of 7/6 ex 2/3 for 1907	6 %	Tls. 77 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$100,000	\$2,000,012	Final of \$15 making \$45 for 1906 and Interim of \$30 for 1907	6 %	\$750
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$100,000	\$591,763	\$12 and bonus \$3 for 1906	9 1/2 %	\$162 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$100,000	\$ 73,452	\$6 and bonus \$2 for 1906	8 1/2 %	\$92
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$10	\$1,000,000 \$100,000	\$128,027	\$27 for 1906	8 1/2 %	\$315 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$7,000 \$204,638	\$1,035	\$1 for 1906	—	\$15
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$20,000 \$20,000	Nil.	\$4 for year ending 30.6.1907	10 1/2 %	\$38
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$1,000,000	17,755	\$12 for first half-year ending 30.6.8.	8 %	\$27 ex div.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£4,000 £4,000	£1,755	6 for 1907 on Preference shares only @ ex 1/9 11/16=13.15	5 1/2 %	\$24 \$20
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 75,000	£1,110	Final of Tls. 1 making Tls. 3 for 1907	7 1/2 %	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£100,000 £100,000	£63,817	Final of 1/6 No. 10 making 3/10 for 1907 and Interim of 1/12 (No. 11) for 1908	7 %	Tls. 52 sales
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000 \$100,000	\$98	\$100 for year ending 30.6.1908	4 1/2 %	\$25
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000	6,869	Final of Tls. 1 making Tls. 5 for 1907	12 1/2 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000	Dr. \$279,371	8 for year ending 31.12.07	—	\$130
Luison Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000	Dr. \$135,131	1 for 1907	—	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000	—	1/4 (8 %) for year ending 31.8.06	—	Tls. 93 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£150,000 £150,000	£11,550	Interim of 1/6 (No. 10) for account 1908	7 1/2 %	Tls. 154 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£150,000 £150,000	11,358	No. 12 of 1/4=48 cents	—	\$7
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$15	\$15	\$150,000 \$150,000	\$3,726	\$1.75 for year ending 31.12.06	—	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$10	\$10	\$100,000 \$100,000	\$5,556	Final of \$12 making \$33 for 1907	7 1/2 %	\$45 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$10	\$10	\$100,000 \$100,000	\$44,442	Final of \$4 making \$8 for 1907	7 1/2 %	\$103
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000	33,742	Final of Tls. 2 making Tls. 10 for 1907	6 %	Tls. 84 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 600,000 Tls. 600,000	33,626	Final of Tls. 9 making Tls. 17 for 1907	8 1/2 %	Tls. 180 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000 Tls. 25,000	Tls. 6,552	Tls. 6 for 1907	6 %	Tls. 107 sales
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000 \$250,000	\$10,000	\$24 for year ending 30.6.07	11 1/2 %	Tls. 119 sales
Central Stores, Limited	50,121	\$15	\$15	\$1,000,000 \$1,000,000	\$9,178	\$1.50 for 1906	—	\$12 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$600,000	\$252	Final of 1/4 making \$7 1/2 for 1907	9 1/2 %	\$80
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000 \$1,000,000	\$35,015	Interim of \$3 for account 1908	7 1/2 %	\$91
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$1,000,000	\$4,621	70 cents for 1907	7 %	\$10 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000	1653	\$12 for 1907	6 1/2 %	\$27
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,500,000 Tls. 1,500,000	Tls. 107,542	Interim of Tls. 1 for account 1908	6 1/2 %	Tls. 119 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000	\$1,541	Interim of \$2 for account 1908	9 %	\$46
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 150,000	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 %	Tls. 64 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$1,000,000	\$14,269	50 cents for year ending 31.12.07	4 1/2 %	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000 Tls. 150,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	—	Tls. 67
Laou-kung-mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000	Tls. 6,303	Tls. 8 for 1906	—	Tls. 85
Soy Cass Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 2,500,000 Tls. 2,500,000	Tls. 10,063	Tls. 30 for 1906	—	Tls. 242 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	\$12 1/2	\$12 1/2	\$1,000,000 \$1,000,000	£1,451	10 per share for 1907	9 %	\$74 sales
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000	Nil.	\$1.20 for 1907	11 1/2 %	\$103
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000	\$25,000	60 cents for year ended 28.2.06	—	\$61
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000	\$2,593	80 cents for 1907	8 1/2 %	\$94 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$1,000,000 \$1,000,000	\$2,974	\$1.30 for year ending 31.7.07	6 1/2 %	\$20
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000	\$5,078	Final of 75 cents making in all \$1 1/2 for 1907	11 1/2 %	\$104 sales
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000	\$5,000	75 cents for 9 months ending 31.12.07	8 %	\$102 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$180,000 \$180,000	\$9,7	\$2 for year ending 28.2.8	10 1/2 %	\$194 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000	\$9,321	12 and bonus 20 cts. for year ending 30.2.06	7 1/2 %	\$164
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000	\$4,578	Final of \$15 making in all \$30 for 1907	8 %	\$235
Hongkong Rope Manufacturing Company, Ltd.	6,000	\$10	\$10	\$60,000 \$60,000	\$8,191	Interim of \$1 for account 1908	8 1/2 %	\$25
Mattechappi for Mills, Bosch on Landbouwen-ploten in Langkat, Limited	25,000	Gn. 100	Gn. 100	Tls. 250,000 Tls. 250,000	Tls. 17,127	Interim of Tls. 10 for 2nd quarter	6 %	Tls. 555 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000	\$7,471	80 cents on fully paid shares and 60 cents on	6 1/2 %	\$14
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000 \$500,000	—	\$1 paid share for year ending 30.4.08	4 1/2 %	\$2
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$750,000	Nil.	None	—	\$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 1,000,000	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 113 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 24,820	Tls. 8,493	Final of Tls. 9 making in all Tls. 14 for 1907	14 %	Tls. 99 sales
Shanghai Waterworks Company, Limited	16,150	£20	£20	£1,000,000 £1,000,000	Tls. 58,333	Final of 37/6 making 52/6 for 1907	—	Tls. 400 sales
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$150,000	Dr. \$9,481	None	—	\$23 buyers
Steam Laundry Company, Limited	10,000	\$5	\$5	\$50,000 \$50,000	\$478	40 cents for year ending 31.12.07	6 1/2 %	\$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 Tls. 200,000	Tls. 301	Tls. 6 1/2 for year ending 30.4.07	4 1/2 %	Tls. 97 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000	\$111	50 cents for 1907	4 1/2 %	\$11
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$100,000	\$1,360	80 cents on 9,000 ord. shares and \$19.80 on	6 1/2 %	\$23
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000	16,438	100 Four tens shares for 1/2 and 31.5.07	6 1/2 %	\$94 buyers
William Powell, Limited	15,000	\$10	\$10	\$150,000 \$150,000	£41	Final of 30 cts. making 80 cts. for the year ended 30th June, 1900	—	74

* These shares are entitled to half of the profits.

Intimations.

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Hongkong, 10th October, 1907.

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